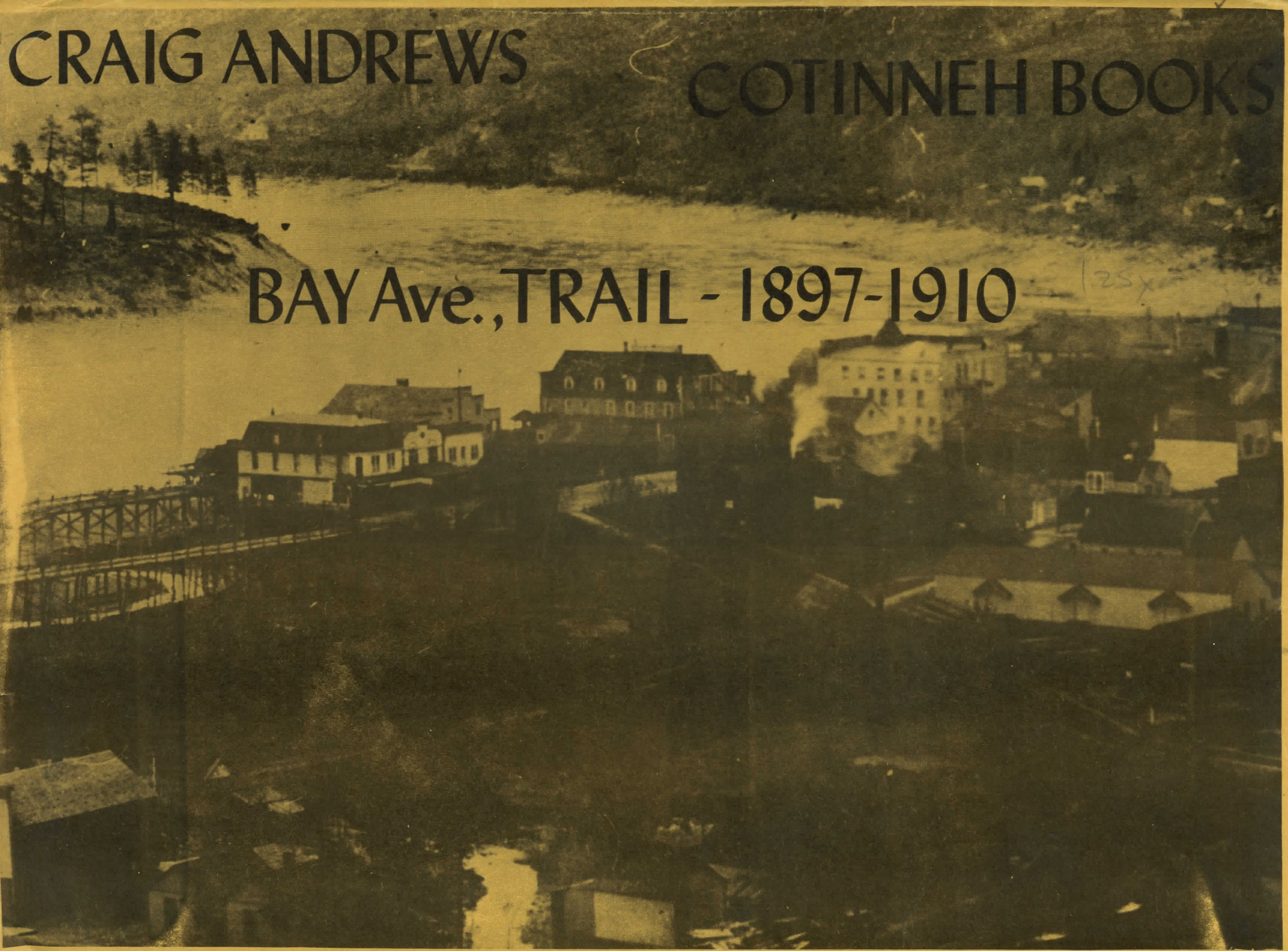


CRAIG ANDREWS

COTINNEH BOOKS

BAY Ave., TRAIL - 1897-1910



BAY AVENUE, TRAIL



LOCAL STUDIES RESOURCE KIT NUMBER ONE

COTINNEH BOOKS AND SELKIRK REGIONAL ARCHIVES

WRITTEN AND COMPILED BY CRAIG ANDREWS

This is the first Local Studies Resource Kit. It is therefore appropriate at this early stage to say something of the overall aim of the series.

More and more teachers of Social Studies are discovering the value of using archival materials in their classes. The appeal that old newspapers, photographs or private correspondence have for students and teachers alike is great.

Unfortunately, such sources are often difficult to procure. And students pass through schools without ever having laid eyes on the stuff that historians use to make their accounts of history, and without ever having had a chance to be historians themselves.

The Selkirk Regional Archives at Selkirk College has been

collecting West Kootenay materials since 1970. Those holdings include runs of local newspapers, (The Trail "Times" from 1895 to 1952 and the Rossland "Miner" from 1895 to 1971), business and City records, photographs and other documents.

The Selkirk Regional Archives has been established with the sole aim in mind of collecting West Kootenay materials and making available to students of local history such materials that it collects.

The Local Studies Resource Kit is the first attempt to take the Archives to the people.

The aim of the series, then, is to bring under one cover facsimiles of documents which relate to a single topic.

If you find the kit useful; if you have suggestions for improvement; if there are other aspects of local history that you think would make a good package - please let us know.

Write to Craig Andrews, c/o Selkirk College, Box 1200, Castlegar, B.C.

NOTES ON THE MATERIALS

The materials found in this envelope cover two stories: the construction of the Bay Avenue Bridge (or Bay View Avenue Bridge as it was sometimes called in early times) in 1897, and the replacement of the bridge in 1910-1911 by a slag fill.

As the construction of the bridge in 1897 pre-dates the incorporation of the City of Trail (that came in 1901) there is no

official City correspondence covering this early story. For this period the local historian must rely on contemporary newspaper accounts, photographs, and reminiscences of old-timers.

For the latter project though, there is available not only newspaper stories and photos, but also maps, City Council correspondence and other City documents, and

letters from property holders. Representatives of all these kinds of items are found in this kit. They are intentionally produced in a random order to give the student-researcher some idea of the digging the historian must do to recreate the past.

MAP AND LETTERS

The map supplied is based on one done by J.D. Anderson in 1909. The area shown is a large portion of "District Lot" 230. The portions covered by large numbers are "blocks" and the smaller numbered portions are "lots".

The Townsite of Trail was originally laid out by E.S. Topping in 1891.

The part of the City filled in with the Consolidated Mining and Smelting Company's slag includes blocks 9, 1, 2, 4, 5 and 8. Specifically, all of blocks 1, 5 and 4; lots 11 to 20 inclusive of block 2; lots 1 to 14 inclusive of block 8; and lots 5 to 20 inclusive of block 9.

The City Clerk, William E. B. Monypenny wrote to all whose property would be affected by the land fill. We have included in

this kit only some of that correspondence, and only some of the replies from property holders. What follows is a breakdown, by name and property owned, of the correspondence found in the package.

Waugh and McNwen owned block 2, lots 11 and 12; Sternol bl. 2, lot 13; Heinz bl. 9, lots 6 and 17; B.C. and Southern Railway (Heinz) bl. 4, lots 17, 19, 20; Miller bl. 4, lots 11, 12, 13, 14; Daniels bl. 8, lots 1, 2, 6, 7, 8, 9, 10; bl. 5, lots 1, 2; bl. 4, lots 3, 15; C.P.R. bl. 9, lots 14, 15, 16; bl. 5, lots 17, 18, 19, 20; Hunnex bl. 9, lot 8; Dominion Permanent Loan Company (McConnell) bl. 8, lot 14; Ingle bl. 8, lot 12; Bird bl. 8, lot 4; City of Trail bl. 1, lots 1, 2, 11, 12, 13, 14, 19.

Many of the above, for example, the C.P.R., the City of Trail, Daniels and Miller, owned other properties in the City but these were not affected by the land-fill project. At the same time, many well known Trail names have not been included in the list: E.S. Topping had land in blocks 1 and 4; J.C. Byers in block 4 also; Noble Binns in block 8; the Peterson brothers owned lots 18, 19, 20 in block 9 where their hotel, the Crown Point stood and stands still; and across Bay Avenue on lots 1 and 2 of block 8 is where W.H. Thomson had his Arlington Hotel.

NEWSPAPERS

The Trail paper has been very carefully searched for articles which pertain to the construction of the bridge and its later replacement with the land fill. All these articles are reproduced here.

Some other articles from the paper have also been included to add a bit of color.

The newspaper stories have been printed in random order. This is the closest we could come to simulating the encounter between newspapers and researcher. Searching papers for articles on a specific theme is a very time consuming, but interesting, job for the local historian. The cost involved in making complete pages of the newspaper available in this kit, complete enough for you to get lost in, was too high - thus a compromise.

PRINTED UNDER THE AUSPICES OF

OPPORTUNITIES FOR YOUTH 1973

By clipping the articles, arranging the clippings chronologically, and studying them, you will get some sense of working with newspapers. (But of course you never, never clip articles from newspapers housed in archives.)

PHOTOGRAPHS

The photographs included in the kit, and the cover photograph, represent only a small fraction of those in the collection at Cominco.

Many of the buildings and other features have been identified by Mrs. Clara Saunders who came to Trail as a child in 1897.

Many buildings and other features purposely have not been identified. Why don't you find a Trail old-timer to help you do that?

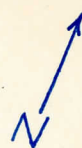
MORE READING

Elsie G. Turnbull, Topping's Trail, Mitchell Press, 1964.

Trail B.C. A Half Century 1901-1951, Trail Golden Jubilee Society.

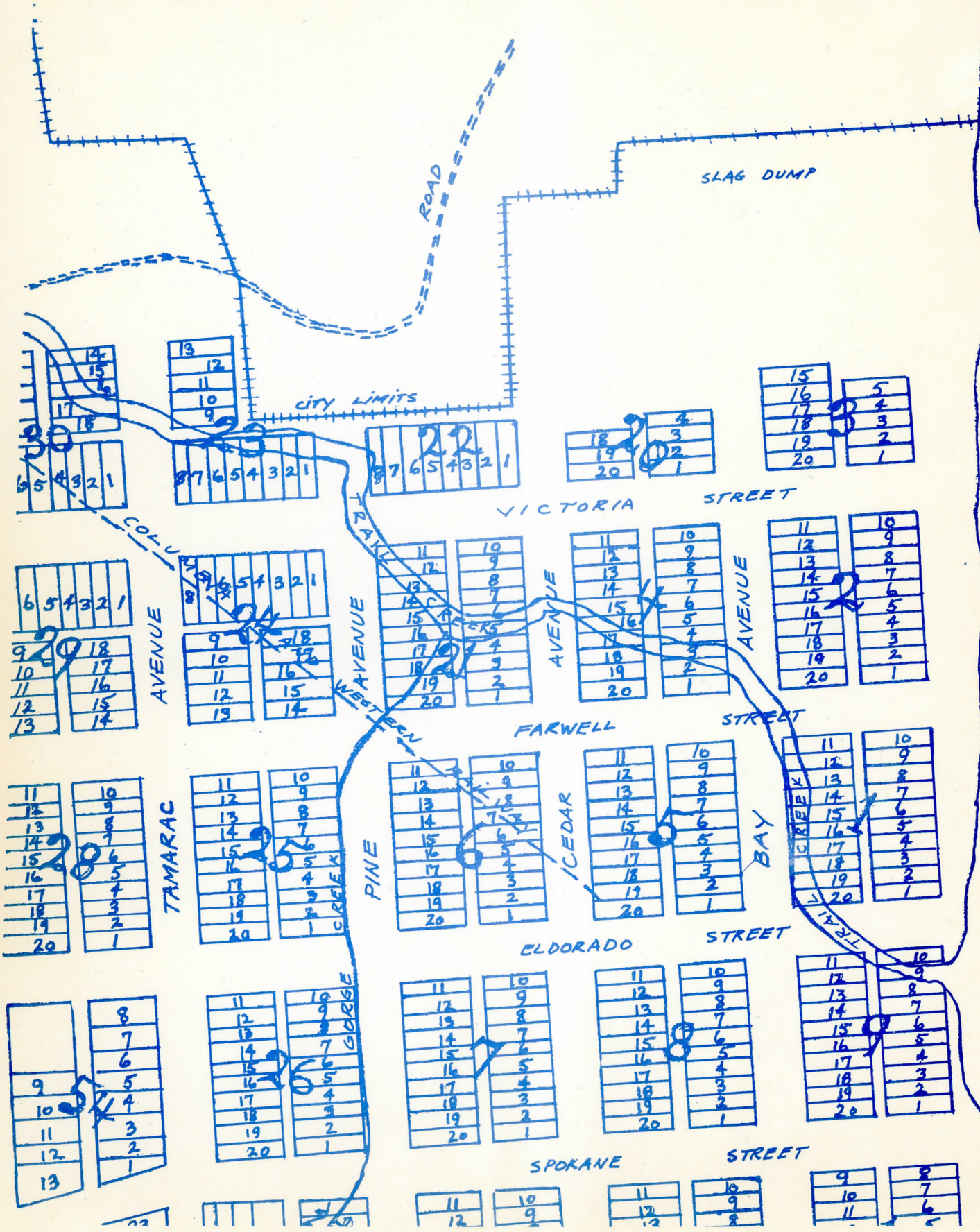
PLAN OF CITY OF TRAIL 1910

SMELTER



RIVER

COLUMBIA



Next week Bay View Avenue in front of the News office will be properly filled in and graded. The excavations made along Cedar street in the interest of the water front have made of Cedar street the best graded of all streets in Trail, and Bay View Avenue must now do its "assessment" work.

The Bay View Avenue bridge has come to a sudden and untimely end, through the failure of some number of subscribers to make good their subscriptions. The foundations are all ready for planking, but no planks or a disposition to plank it are in evidence. The contractor, alone, has so far acquired the worst of it.

FRIDAY, AUGUST 21, 1896.

Heard & Westcott have let a contract to Kaake & Williams for the construction of a two-story frame building, 24x36, adjoining their present store on the bridge. The building is to cost about \$1000 and will be completed in a month. Messrs. Heard & Westcott's tailor shop will occupy one corner of the building and the other side will be for rent.

FRIDAY, FEBRUARY 26, 1897.

Mr. Teetzel, Government Agent, was in town this week looking over the road and bridge work done on the river this summer.

SATURDAY, DEC. 10 1910

The resignation of Fire Chief J. Craig was accepted and G. W. Thomson was appointed in his stead at a salary of \$10 per month.

The Finance Committee passed the following accounts:

| | |
|------------------|----------|
| Smelter | \$185.00 |
| N. Wilmes | 20.30 |
| Street Employees | 335.96 |
| Schools | 372.15 |
| Salaries | 329.16 |
| B. Downes | 7.40 |
| F. W. Warren | 7.20 |
| H. Nicholson | 2.50 |
| N. Hanson | 2.50 |
| Ed. Pavier | 2.50 |
| Robt. Gardiner | 2.50 |
| G. W. Thompson | 2.50 |
| Walter Carr | 2.50 |
| J. R. Randall | 197.95 |
| Joe Dougan | 1.00 |
| H. S. Wallace | 39.70 |
| Carr & Hoefler | 7.00 |

\$1517.75

An account from J. M. Henry, of Vancouver, for \$100 for shade trees was held over until the arrival of the trees.

J. F. Robillard, chairman of the Board of Works, reported that he had closed a deal with the Doukhobors for 10,000 feet of cedar at 7 cents per foot, delivered at the mouth of Trail Creek, cedar to be not less than 13 feet long and 8 inches at the small end and perfectly sound. Lumber for use in the city during the coming summer will be purchased from the Trail Lumber company at Paulson. The smelter had given the city a good figure on the iron for the bottom of the launder and would also cut it the required size.

SATURDAY, APR. 9, 1910

Miss L. R. Rigney has opened a typewriting office in the News building, and will be glad to do copy-ing for all who need it.

Charlie Ross is erecting a livery barn 24x40 at the lower end of the bridge, opposite the Crown Point.

We do not advertise to cure fits, but if you want a suit that will fit try Heard & Westcott.

A 24x40 store building is being erected by Mr. Bird on his lot between the Windsor Hotel and California Bakery.

FRIDAY, OCTOBER 2, 1896.

To Fill Bay Avenue Bridge

Alderman Robillard Estimates
Cost at \$2028.00

Work Will be Completed In
Three Months

The city council met in the regular session in the city office on Monday evening, Mayor Weir in the chair and Aldermen Skill, Dockerill, Dolan, Robillard, and Austad in attendance.

The finance committee passed the following accounts:

| | |
|-----------------|----------|
| McDonald & Winn | \$250.00 |
| A. Dickson | 8.75 |
| J. Ross | 21.00 |
| B. Downes | 7.62 |
| Schools | 514.65 |
| Salaries | 329.16 |
| A. L. Young | 4.80 |
| E. Harkness | 3.60 |
| J. Norris | 3.60 |
| E. Taggnati | 26.10 |
| Geo. Smith | 33.00 |
| Telephone | 7.10 |
| J. Bain Thom | 6.00 |
| J. Whitehead | 6.60 |

\$1226.01

The Board of Works was granted permission to purchase a road plow, scraper and slusher.

Alderman Robillard, chairman of the Board of Works, submitted his estimates re the filling in of Bay Avenue bridge, viz: fluming, excavating and cribbing creek, \$2028.00. The old lumber in the bridge could be used for repair work around the city. A new deck on the bridge would cost \$1500, and in view of the great improvement, the extra cost of filling in was worth while.

The clerk was instructed to write the property owners re the proposed filling in of Bay Avenue, and also to find out if they were willing to contribute an assessment of \$1.00 per front foot for the improvement.

Alderman Dockerill and Robillard were appointed a committee to interview the smelter re procuring of slag to make the fill.

Alderman Austad drew the council's attention to the very bad state of repair of the fence along the C. P. R. right of way in the Quich. The clerk received instructions to write the local agent and have him take the matter up with the divisional superintendent.

Mayor Weir called the council's attention to the filthy condition of Mrs. Hyttisten's yard, stating that a number of citizens had complained to him. The clerk replied that he had inspected the yard and had reported the matter to the health officer.

The chairman of the Board of Works received instructions to purchase a car load of lumber to be used in building sidewalks and repair work during the coming summer.

SATURDAY, MAR. 12, 1910

At a regular meeting of city council on Monday evening, Alderman Robillard, chairman of the board of works, submitted an estimate of \$2028.00 for the filling in of Bay Avenue bridge with slag. The figures include fluming the slag from the smelter, excavating and the cribbing of Trail Creek. It is also proposed to levy an assessment of \$1.00 per front foot on the property directly benefitted by the fill. Trail Creek, from a point near Hagglund's blacksmith shop on Bay Avenue, will be straightened and carried through on Farwell street to the Columbia. This will require considerable cribbing and excavating and will be the big item of expense in the project. Work will be commenced at once, and it is expected that the fill will be completed in about three months. When the work is completed it will greatly improve adjacent property in the north end of the city and will remove an eyesore that has been the "bete noire" of civic ad-

SATURDAY, MAR. 12, 1910

LOCAL MENTION

At the National Democratic Convention at St. Louis, "Billy" Bryan, the Nebraska Free-Silver champion, was nominated today for President.

Wm. Fluhrer has purchased his partner's interest in the Trail Bottling Works, and hereafter it will be conducted by himself alone. William is a hustler, and understands his business thoroughly, so success will come to that establishment.

Mrs. Geo. W. Caton, wife of Customs Inspector Caton, of Cook's Inlet, Alaska, is visiting relations in Trail—Mr. and Mrs. W. F. Thompson. This is not Mrs. Caton's first visit to Trail. Years ago Mr. Caton was purser of the steamer Lytton, and they passed by the present townsite of Trail frequently.

A floating Delmonico, on a private junket of its own in the mouth of Trail creek, was ramming the buildings and racking the piling below the bridge, and for awhile looked as if it would do considerable damage, but was secured after a struggle which was watched by a crowd of spectators on the bridge.

FRIDAY, JULY 10, 1896.

Alderman Dockerill thought the Federal Government should build a retaining wall along the river bank where the fill was being made. A resolution was passed and will be sent to the Liberal Association asking them to take the matter up.

J. A. Jeffrey, Photographer and general repair man. Prices reasonable. Opera house block, or P. O.

SATURDAY, APR. 23, 1910

A Sensible Suggestion.

Ordinarily, the News pays no attention whatever to communications to which a signature is not attached. The following, however, is so sensible and its suggestion of such importance that we feel justified in deviating from the rule. The letter follows:

EDITOR NEWS: I should like to call attention through the medium of your much-read paper to the present dangerous state of the unfinished bridge on Cedar avenue. As it stands at present it is nothing more nor less than a death-trap, and some steps should certainly be taken to prevent further accidents from occurring. This could be done for next to nothing by putting up a rough fence where the planking breaks off.

As you are, away, strangers are daily coming into our town, and unless this matter is at once attended to further casualties are certain to follow.

I hope this letter will induce those in authority to take immediate steps to remedy the evil.

I am, Sir,

Yours truly,

"CITIZEN."

FRIDAY, JANUARY 8, 1897.

R. T. Daniel, who has taken active interest in the construction of the Bay avenue bridge, says that he has had pledges of contributions amounting to nearly \$1000 to pay for planking.

FRIDAY, APRIL 9, 1897.

Alderman Dockerill thought something should be done about building a retaining wall to hold the slag in. The Dominion Government, he was informed would do nothing in the matter.

On motion of Dockerill and Oddy, the city clerk was instructed to write to J. H. Schofield, stating that the Dominion Government would do nothing in the matter and asking him to take the matter up with the Provincial Government.

SATURDAY, APR 8 1911

BAY VIEW AVENUE BRIDGE.

It Is Hoped That It Will Be Completed This Month.

Messrs. McLean, Munter, Blackmer and Daniels have been hustling collections to defray the expense of the bridge across the gully on Bay View avenue, and have got about \$1300 of the \$1800 subscribed. The balance is promised before the coming pay day, and if those who subscribed pay the amount of their subscription the bridge will be completed before snow flies.

A private subscription paper was circulated among those living at the southern approach to the bridge, and \$120 was raised, with which amount the bridge was planked out to the railroad crossing. The collectors have an unpleasant job, and those who subscribed should make their job as easy for them as they can by paying up the amount of their subscriptions.

FRIDAY, OCTOBER 16 1896.

Nelson Bennett, the railway contractor, who has been in Trail for several days, looking after the progress of the Columbia & Western, left for his home in Tacoma Wednesday morning.

B. T. Daniels and his associates are pushing the scheme to build the bridge from the Crown Point to the Wellington, and it is now a sure go if property owners along the line do their share.

The Trail Creek Tramway or the Columbia & Western as it will read, is now running into Rossland from Trail, although it will be several days before trains will carry passengers or freight.

The Daniels four-story block is being pushed as rapidly as possible, and the windows and doors will nearly all be in this week. The plasterers are at work inside, and as many workmen are crowded into the building as can work to advantage.

Frank Hanna has let the contract for another 25x100 two-story building, to be added to the Hanna block, and work has been begun thereon. The lower floor will be made into one large floor, and has already been rented to Orr & Co., for a period of three years. The upper floor will be made into offices, as in the balance of the block.

Frank Hanna is tearing things "up the back" at the Hanna block. The upper floor of the block has been cut up into fine office rooms, all of which have been rented. The painters and decorators are at work on the rooms and everything needed to make them attractive and comfortable is being done. A fine double veranda is to be built all around the building.

LOCAL MENTION.

Next week the exodus of the fishermen and campers begins. From Trail they will go in all directions—principally to the Kootenay.

Mrs. Corsan and family have joined the doctor, and are at the Crown Point. They will erect a cottage and make Trail their home.

Wm. Donald has gone to his home in Winnipeg on account of illness in his family. Mr. Donald is P. Burns' cutter in the Trail market.

FRIDAY, JULY 17, 1896.

The big bridge that will span Trail creek on Bay View avenue is being pushed rapidly. The high water is giving the pile drivers a chance to operate their machinery to good advantage. The piling is all in the water at this point and will soon be driven.

FRIDAY, JULY 10, 1896.

The city clerk was granted leave of absence from Aug. 20, to Sept. 8. B. Downes will fill the vacancy.

The following accounts were passed:

| | |
|-----------------------|----------|
| Carr and Hoerer | \$ 49.50 |
| License Commissioners | 15.00 |
| City Clerk | 6.60 |
| W. K. Carpenter | \$88.00 |
| F. W. Warren | 10.02 |
| Schools | 334.15 |
| S. J. Hackney | 15.00 |

The Trail Water company asked permission to renew a main on Bay avenue from Spokane to Portland street. Granted on condition that the street was left in good repair.

A petition was read from a number of residents on Victoria street asking for a sidewalk on that thoroughfare.

Ald. Dockerill thought the Bay avenue bill would help that section and suggested waiting until the city finances were in better condition.

Ald. Fluhrer thought the people in that end of the city were entitled to some consideration. He himself was paying taxes on a \$10,000 assessment. The improvements suggested would not cost more than \$200.

Mayor Weir stated that he favored building the sidewalk, but as 75 per cent. of the revenue was being spent in that end they could afford to wait. On being put to a vote those against were Skill, Dockerill, Dolan and Austad; for, Fluhrer.

The city clerk was instructed to purchase dog tags.

The mayor reported that complaints had been made of parties appropriating material around the Bay avenue improvements. The police have been notified, and a notice published warning people against taking city material.

Mayor Weir reported that the water case had been postponed for three months, and also that the city solicitor had been instructed to oppose the application of G. M. Annable for a water record on Cam bridge creek.

SATURDAY, JUNE 25, 191

SATURDAY, MAY 29 1896.

PETITION

TO THE HONORABLE THE SPEAKER AND MEMBERS OF THE LEGISLATIVE ASSEMBLY
OF BRITISH COLUMBIA, THE HUMBLE PETITION OF THE UNDERSIGNED CITIZENS OF
TRAIL,

SHEWETH:

THAT we, the undersigned, representative of the principal business interests of the town of Trail wish to bring to your attention certain facts connected with this town and to ask your serious consideration of our desires mentioned below.

THAT Trail has now within her limits and dealing with her people a population of 2500 and this is increasing so rapidly that the probabilities are that the revenue from this town will have quadrupled during the next fiscal year. The development of the prospects immediately surrounding Trail is of such a character as to give every promise that this increase in population and revenue will be permanent. We have now erected on Bay avenue the frame of a bridge at a cost of about two thousand dollars. The piles are driven and the stringers are laid, but the demands on private citizens have been so heavy that we have found it impossible to finish it. The finishing of this bridge means the opening out of an important thoroughfare in the heart of the business section of the town and we would respectfully ask an appropriation of one thousand dollars for the purpose of its completion. On Cedar avenue, the next street, a bridge is also required and we would respectfully ask that a special appropriation of the same sum be made for that purpose.

And your petitioners will ever pray:

WM. McMILLAN, of the Mac Machine Co.
E. S. TOPPING, J. P., and Mining Broker.
KAAKE & WILLIAMS, Wholesale Merchants.
FRED KAISER, Hotel Kaiser.
STEELE & McDONALD, Grocers.
HEARD & WESCOTT, Merchant Tailors.
CLARK, BINNS & CO., Furniture Dealers.
THOMAS HAUGHTON, Dry Goods Merchant.
RAYMOND & VOGELER, Hay, Grain, Livery
H. T. BRAGDON & CO., Hardware.
H. N. COURSIER, General Merchant.
D. TIETJEN, Cigar Factory.
J. M. JORDAN, Real Estate.
J. J. INKSTER, Custom Broker.
D. GOLDBERG, Merchant.
F. W. BROWN, Merchant.
A. W. SHIELS,
THE TRAIL PLUMBING CO., by Chapple, Plumbing,

FRANK HANNA, Wholesale Liquors.
M. E. STANSELL, Columbia Bottling Works.
McLEAN & MORROW,
P. BURNS & CO., per W. D., Wholesale Meats.
JACOB LUKOV, Clothier.
McANALLY & COLEMAN, Druggists and Stationers
GEO. F. WILLIAMS & CO., Dry Goods Merchants.
THOS. WILSON, General Merchant.
FARADAY & MONETTE, Jewelers.
FLIHRER & HONOLD, Bakery and Restaurant.
F. C. JORDAN, Mining Engineer.
ORR & PARRIER, Hotel Keepers.
S. F. PETERSEN, Hotel
GEO. TIGHE, Cowan, Tighe & Wilt.
CHARLES E. LEWIS, President Arlington Hotel Co.
JOS. A. ROGERS, Furniture.
J. FYFE, Engineer.

FRIDAY, MARCH 26, 1897.

Notice is hereby given that any person found taking logs, planks or any other articles belonging to the city will be prosecuted.—By Order.

SATURDAY, JUNE 25, 1910

E. Wallace returned to Chicago this week, after spending a week in this country. He returns to organize a development company who will engage largely in that class of work in this district.

Next Wednesday a party consisting of Mr. and Mrs. F. W. Brown, Mr. and Mrs. W. F. Thompson, the Misses Howe, Claude Leete, several children leave for a fortnight's outing on the banks of the Kootenay river.

The high water has been worth several hundred dollars to the men who are building the Bay View avenue bridge. It floated their timbers to the tops of the piles, and all that was then necessary for them to do was to secure them in place.

Col. Redpath, who is managing the LeRoi product at this place, goes to the Fort Steele country next week to start operations on mines he and Judge Turner own, for the winter. They are exceptionally rich in lead and silver. The Colonel will be away a month.

FRIDAY, JULY 17, 1896.

J. K. Thompson on the bridge is making a specialty of repairing boots and shoes. All work entrusted to him will receive prompt attention. A full line of boots and shoes embracing the latest styles now on the road. Watch for his announcement.

FRIDAY, FEBRUARY 26, 1897.

MORE TOWN LOTS.

The Balance of Topping's Preemption to be Surveyed.

As soon as the surveyors are through with the construction work of the Tramway, the remainder of the Topping preemption will be surveyed and placed on the market. Everything but the bench on the hill where the smelter stands will be cut up into lots and blocks.

It is the intention of the company to have Cedar street graded and bridged this summer. The expense will be \$2300, and Col. Topping offers to pay \$800 of the amount.

There is talk of grading Bay View avenue and bridging the gully from the Crown Point to the Wellington, which will make Bay View avenue the principal street of Trail.

SATURDAY, APRIL 25, 1896.

A FOUR-STORY BLOCK.

Work Will Be Begun Thereon Next Monday.

R. T. Daniels came in from Spokane Friday and is receiving bids for the erection of his four-story hotel building in Trail, work to begin thereon Monday. The first load of lumber is expected to arrive tonight.

The building when completed will be 50x60, and will contain 52 rooms, with offices, bar and baggage rooms on the ground floor. Lukov, the clothier, will have the corner fronting on Bay View and Spokane, a space of 30x44, one of the best locations in Trail.

The building is expected to be completed June 15 and the contract is to be let today to Trail mechanics. Mr. Daniels will remain on the ground until the building is fairly under weigh, to push the work as rapidly as possible as his tenants are very anxious to get into comfortable quarters. This house will be for rent and to some enterprising landlord will be a fine opening for business.

In conversation with Mr. Daniels he expressed himself well pleased with Trail's outlook, and predicts that in a few years the town will be a city, one of the best in this section of the country.

Mr. Daniels is also maturing plans to bridge the creek on Bay View avenue, connecting both ends of the town by a handsome bridge seventy-five feet in width, which will enhance the value of the lots in the creek bottom amazingly, making that section the center of the city. In fact lots there will be of greater value than those on either side, as they will have a front on Bay View avenue and also on the bridge that now spans the mouth of the creek.

There are about 80 lots that the bridge will redeem. At present their market value is about two or three hundred dollars, while those on each side of the creek are selling from \$500 up. The construction of this bridge will cost not to exceed four or five thousand dollars, according to a rough estimate Mr. Daniels made, and at an expense of fifty dollars per lot, to those who are now in the "hole," the bridge can be constructed. This will connect the town, make the avenue a throughfare, increase the value of property its entire length and make valuable property out of that which is almost useless now.

The scheme is a feasible one, not costly when distributed among the many lot owners, and the News hopes that Mr. Daniels will be encouraged in his work.

SATURDAY, APRIL 11, 1896.

TRAIL NEWS.

TRAIL, B. C. SATURDAY, JAN. 6, 1912

No. 13

A Prosperous Year

1911 The Banner Year In The History of The City.

The city of Trail is situated on Columbia river at the mouth of Trail Creek and is distant from Rossland in a direct line about seven miles, and from Nelson in a south westerly direction about 50 miles. The city has a population of over 1,500 and possesses all the modern conveniences of an up-to-date western city. It has electric lights, waterworks, telegraph and telephone, up-to-date stores and well appointed hotels. Four churches look after the spiritual welfare of the community, and a handsome eight room solid brick school costing \$45,000 is in course of erection. Smelting forms the staple industry of the community and the works of the Consolidated Mining & Smelting Co. of Canada, Limited, employ in the neighborhood of six hundred men with a pay roll of \$60,000 a month. In addition the C. P. R. employs a number of train crews and other employees at this point which with the men employed in the mill and forests contiguous to the city will bring the pay roll up to \$80,000 per month. While smelting is the staple industry at present, ranching and fruitgrowing are rapidly becoming factors in the up building and advancement of the community. It is conservatively estimated that there are 30,000 acres of arable land within a trading distance of the city. A great deal of this has been taken up and the owners of ranches have in many instances brought their holdings to an advanced state of cultivation. Of the fertility of the soil there is no question and the

successful fall fair held last October under the auspices of the Trail Fruit Fair Association proved an eye opener to many skeptics, and the excellence of the display of small fruits and vegetables could not be excelled in any other locality of British Columbia.

The Provincial Government is building a steel traffic bridge across the Columbia river at this point which will form an important link in the trans-provincial highway to Alberta. In addition it will bring several important and growing ranching communities within trading distance of the city. It is expected that the work will be completed about the first of June next and will cost approximately \$150,000.

The well known firm of bridge builders, Armstrong Morrison Co., Limited of Vancouver have the contract.

A vast amount of municipal work has been undertaken and completed during 1911. The Bay avenue fill extending over nearly six city blocks and reclaiming in the neighborhood of one hundred lots has been practically completed. In addition to bringing this amount of valuable property above the high water mark it will do away the upkeep of an expensive wooden bridge over 900 feet long. The estimated cost of the work is in the neighborhood of \$15,000.

The new solid brick and concrete eight roomed school costing \$45,000, is nearing completion and will be one of the most modern and up-to-date in the province. The building was designed by Alex

being built by John Burns & Son of Nelson. The B. C. Plumbing Co. have the contract for the heating, the work being in charge of A. Henden.

A number of commodious and modern private residence have been built during 1911. In every case they are of the better and more stable type and conform to the general prosperity of the community. Among them being that of L. F. Tyson, Mayor Weir, W. Evans and E. Morgan.

Civic pride in Trail is developing rapidly and a progressive Improvement Association accomplished much good work early in the season. The grading and boulevarding of a number of streets, which greatly add to the beauty of the city and give it a more metropolitan air, are directly attributable to its efforts.

At a conservative estimate the amount expended in building operations and improvements in and around the city during the past year will run close to \$250,000, and it can be said without any exaggeration that 1911 has been the most prosperous year in the history of the city.

With this district developing rapidly and well built roads reaching out in every direction, Trail will soon occupy a position of commercial supremacy, and even to-day is recognized as one of the most progressive of the smaller cities of the province.

FRUITS

ARRICOTS

DISPLAY

Family Grocers

1912

Family

Family find it

on his or

Manager

Manager

ai

\$12,000,000.00

President

President

Manager

APRIL 16, 1897.

No. 28.

THE BAY AVENUE BRIDGE

It Will Be Completed by the
First of May

MONEY IS ALL SUBSCRIBED.

One Hundred Thousand Feet of
Planking Needed in the
Flooring.

If all goes well, the Bay avenue bridge will stand complete on May 1. An impromptu committee was at work this week securing funds to finish the bridge. It was led by Major W. E. Blackmer and R. T. Daniel, but there were generally from two to a dozen other citizens along with them. They went at it to win and they won. Everybody who was approached subscribed liberally, and \$1200, the amount needed, was raised without trouble. People who had subscribed to start the bridge, last summer, added liberally to their former donations; newcomers were glad to contribute all they could to the welfare of their adopted town. No difficulty was met with in raising the funds needed: it was merely a matter of seeing the people.

The bridge is complete except for the flooring. Three inch planking will be used, and the bridge will be 44 feet wide, so 100,000 feet of lumber will be needed. The contract for the planking has been let to the Nelson sawmill company, which offered to deliver the lumber on the ground for \$10 per thousand. It will come in twenty and twenty-four foot lengths, so it can be laid without sawing.

The bid of the Nelson sawmill company was \$2 less than the market price, but the company wanted to do the work at its Robson mill.

But the committee insisted that the sawing be done here in town so that the money might stay in Trail, and remain among the citizens who had subscribed. The company has agreed to this and the Trail mill will do the work.

The contract for laying the lumber has been let to Harry Bird, who will do the work for \$1 per thousand.

The nails and incidentals will cost about \$100 more, so that the \$1200 subscription just covers the cost of the thing.

The road is 75 feet wide, and the bridge will be 44 feet wide. This leaves 16½ feet on each side for pavements, which will be put in by the builders who are to erect stores along the bridge. The logs from which the planking is to be cut are beginning to arrive, and the contractors hope to have the bridge done by May first.

The present skeleton work of the bridge was built last summer during the high water. A big scow was equipped with a pile driver, and was floated out on the flood. The piles were driven from the scow.

The underpinning cost \$1800 and it will cost \$1200 more to floor it. This entire sum, has been subscribed by Trail people, without a cent of government aid.

The following is the list of subscribers who contributed to the fund this week. This is exclusive of the contributions made for the putting up of the skeleton work. Many citizens, though, gave liberally to both lists. The contributors of the past week were:

| | |
|--------------------------|----------|
| Trail Creek News..... | \$ 10 00 |
| Dr. Hoyes..... | 5 00 |
| P. D. Wilson..... | 5 00 |
| J. M. Jordan..... | 10 00 |
| Mrs. J. F. Hamilton..... | 5 00 |
| D. Tietjen..... | 5 00 |
| J. R. Sry..... | 5 00 |
| Henry Ewert..... | 5 00 |
| J. Kline..... | 5 00 |
| H. N. Coursier..... | 25 00 |
| Mrs. Reynolds..... | 2 50 |
| H. P. Smith..... | 5 00 |
| Wm. Claffy..... | 5 00 |

| | |
|----------------------------|--------|
| Andrew Waugh..... | 39 00 |
| Thessen & Haughsvor..... | 5 00 |
| Patterson's Building..... | 5 00 |
| Bowling Alley..... | 2 50 |
| Kaake & Williams..... | 9 50 |
| A. D. McLennon..... | 25 00 |
| Fred Kaiser..... | 5 00 |
| Hillman & Davis..... | 5 00 |
| R. R. Stevenson..... | 10 00 |
| James White..... | 10 00 |
| L. J. D. Berg..... | 5 00 |
| Angus Beaton..... | 5 00 |
| Kootenay Brewing Co.,..... | 50 00 |
| E. S. Topping..... | 40 00 |
| T. Haughton..... | 10 00 |
| Heard & Wescott..... | 25 00 |
| S. Barry Yuill..... | 5 00 |
| W. R. Myers..... | 25 00 |
| O. B. Thatcher..... | 50 00 |
| Rule & McMann..... | 25 00 |
| Frank Hanna..... | 25 00 |
| D. Reardon..... | 15 00 |
| W. F. Dolan..... | 10 00 |
| L. Spencer..... | 10 00 |
| H. C. Pollock..... | 5 00 |
| McAnally & Coleman..... | 10 00 |
| C. H. Brown..... | 10 00 |
| H. H. Huganson..... | 5 00 |
| Clark Binns & Co..... | 10 00 |
| Trail Plumbing Co..... | 10 00 |
| Lee Chung..... | 10 00 |
| J. Robertson..... | 5 00 |
| Blake & Hector..... | 5 00 |
| St. Elmo..... | 15 00 |
| Amanda Dubois..... | 2 50 |
| Adolph Sakris..... | 5 00 |
| Chas. Dundee..... | 2 50 |
| B. H. Johns..... | 240 00 |
| Heisterman..... | 30 00 |
| Dr. Corsan..... | 25 00 |
| Sing Yung..... | 5 00 |
| Tom Lee..... | 5 00 |
| Sam Hing..... | 5 00 |
| Belle Rhodes..... | 5 00 |

The committee appointed to draft a resolution to the local Liberal Association re the Federal Government building a dyke on the Columbia to protect the Bay Avenue fill, reported that the Association had asked for measurements, etc.

Mayor Weir reported that the committee had closed the deal for Brown's hall at \$1200, \$400 down and the balance at 7 per cent. The action of the committee was endorsed by the council.

Alderman Skill inquired re the work being done on the Trail Creek cut off.

Alderman Robillard replied that the excavating for the cut was finished, and that the plans for the slag launder would be ready in a few days. All the material necessary was on hand. Although the council had contracted for 10,000 feet of cedar there was already enough on hand.

Mayor Weir explained that much of the cedar was over size and that it had been split thereby effecting a great saving.

Alderman Skill wanted to know what was being done to protect the trees the city had planted.

Mayor Weir replied that the committee intended completing the work. They had endeavored to get C. E. Ferris to build and instal the racks around the trees for 10 or 12 cents each, but he figured that 60 cents was the least he could do the work for. They would now endeavor to get someone else to do the work at a more reasonable figure.

SATURDAY, MAY 7, 1910

Make yourself a Christmas present
by ordering a suit of clothes of Heard
& Wescott, "Tailors on the Bridge."

FRIDAY DECEMBER 4 1896

Bay View avenue bridge is the promenade of Trail; and contains more square feet of unobstructed space in which to exercise than any other part of Trail.

FRIDAY, JUNE 11, 1897.

The city council met in regular session in the city offices on Monday evening. Mayor Weir occupied the chair and Alderman Skill, Dockerill, Dolan, Austad, Robillard and Fluhrer were in attendance.

A number of communications were read from property owners fronting on Bay Avenue fill and all agreed to the levy of \$1.00 per front foot.

The finance committee recommended the payment of the following accounts:

| | |
|--------------------|---------|
| G. F. Weir | \$ 5.00 |
| A. Donaldson | 5.00 |
| F. E. Dockerill | 5.00 |
| J. R. Randall | 62.85 |
| W. E. B. Monypenny | 9.10 |
| B. Downes | 12.50 |
| L. Hagglund | 6.15 |
| Water Co. | 1.50 |

\$107.10

The committee appointed to interview the smelter re the turning in of slag to make the fill on Bay Avenue reported that the smelter would build a launder to the end of the slag dump whenever the city was ready to proceed with the work.

Alderman Fluhrer stated that thought the smelter should do better than that as the city was taking away slag which otherwise would have to be dumped on their own property.

Alderman Austad stated that the smelter had refused the same request two years ago owing to the fact that the amount of slag to be taken away would not warrant the building a flume.

Mayor Weir stated that the smelter was not asking the city to take away the slag, the shoe was on the other foot, and he thought the smelter was acting generously in switching the slag about around.

The report of the committee was finally adopted.

Alderman Dockerill thought the council should take up the matter of the appointment of the water commissioners and write a personal letter to the premier, urging him to have the commissioners appointed at once so that the present fight over the water could be settled. After some discussion it was regularly moved and seconded that a committee be appointed to draft a letter to the premier.

Mayor Weir now brought up the matter of the city purchasing shade trees. He stated that a sum should be set aside for this purpose and the trees given out free to responsible persons who would look after them. He suggested Arbor day as a good time to plant them. By the city

SATURDAY, MAR. 26, 1910

City Council

The city council met in regular session in the council chambers on Monday evening, Mayor Weir in the chair and Aldermen Skill, Dockerill, Delan, Robillard and Fluhrer in attendance.

Chief Downs received instructions to have cells in lock up whitewashed.

The finance committee reported as follows:

| | |
|--------------------|----------|
| L. Haggland | \$ 12.75 |
| N. Wilmes | 45.75 |
| B. Downes | 10.53 |
| Salaries | 352.50 |
| Street Employees | 460.35 |
| Water Rate | 3.00 |
| Randall & McMillan | 374.91 |
| Doukhobors | 198.45 |
| H. E. Grosvenor | 20.00 |
| N. Binns | 12.00 |
| L. Lantucci | 27.00 |
| S. J. Hackney | 28.92 |

\$1546.16

Ald. Skill reported that the smelter had quoted a figure of \$3.50 per cwt. for iron for the slag launder. At present it would require 700 feet and would cost \$600.00.

Ald. Dockerill inquired if it would be necessary for the city to pass a by-law to conform with the new Provincial liquor act.

Mayor Weir stated he thought not but he would look the matter up.

SATURDAY, JULY 9, 1910

Randall & McMillan lost one of their horses this week through falling through the Bay avenue bridge. The accident happened while a load of coal was being put into Goddu Bros.

SATURDAY, DEC. 10 1910

On Spokane street, between the Meakin hotel and the Thompson cottage a splendid lot with two room cabin can be had on easy payments. See Esling.

Peterson Bros. will soon commence spring improvements in the Crown Point hotel. They will tear out one or two partitions and will construct a billiard room.

It is generally conceded that when the Bay avenue bridge is covered, that thoroughfare will be a splendid business street. If you want a lot before prices go up, see Esling.

FRIDAY, MARCH 19, 1897.

The new Bay View avenue bridge is being planked slowly. The plank reach to the railroad crossing.

The new telephone cards, now in press in this office, show 27 telephones in use in Trail and 26 in Rossland.

If you know a piece of news that will be of interest to the public, we would be glad to have you tell it to us.

The Rossland Cascade Steam laundry, branch office, is at Belvel's barber shop opposite Steele & McDonald's.

A big shipment of boilers for the War Eagle and Homestake mines went up to Rossland on today's train.

Heard & Wescott has just received a shipment of fine overcoatings, in Meltons, Irish freize, chinchillas and beavers.

FRIDAY, OCTOBER 9, 1896.

Bicycles are increasing in number in Trail, and the bicyclists are beginning to howl for better roads.

JULY 1896.

Spokane street opposite the Arlington.

For speculative purposes a lot in the business center of Trail will make you money. One can be had on easy terms.

You will make fifty per cent or your money in three months if you have enough cash to buy a desirable corner and the adjoining lot.

It is generally conceded that when the Bay avenue bridge is covered, that thoroughfare will be a splendid business street. If you want a lot before prices go up, see Esling.

The two corner lots opposite the Meakin Hotel, 50x100, are for sale. Unnecessary to talk about their merits. For price and terms, see Esling.

A comfortable two room log cabin, 14x22, with a small addition, can be purchased for \$100 cash. It is located on the first bench, just above the the new theatre. No occasion to pay rent when such a snap is to be had. See Esling.

FRIDAY, MARCH 5, 1897

City Council

A regular meeting of the city council was held in the city hall on Monday evening, Mayor Weir in the chair and Aldermen Skill, Dockerill, Dolan, Robillard, Austad and Fluhrer in attendance.

The finance committee passed the following accounts:

| | |
|---------------------|-----------|
| N. Wilmes | \$ 81. 00 |
| R. A. Richards & Co | 5. 10 |
| B. Downas | 9. 48 |
| J. Morrow | 19. 95 |
| F. W. Warren | 6. 45 |
| Carr & Hoefer | 6. 00 |
| Joe Dougan | 1. 00 |
| Street Employees | 375. 55 |
| W. Danks | 1. 75 |
| Randall & McMillan | 177. 03 |
| L. Hagglund | 1. 25 |

\$684. 56

Alderman Dockerill reported that he had interviewed Mr. Randall re the horse killed on the Bay avenue bridge recently, and had told him that the city would not pay the bill presented. Mr. Randall replied that he could not replace the horse for less. He also informed Mr. Randall that the teamster had been careless. Mr. Randall refused to discuss the matter further and referred him to Mr. Carr, who stated that the matter was entirely in the hands of Mr. Randall. Mr. Dockerill suggested that the city pay the sum of \$100 to the firm of Randall & McMillan.

Alderman Fluhrer stated that he had interviewed the teamster, who said that if assistance had been near at the time of the accident the horse could have been pulled out. The Supt. of Works had stated that the bridge was in as good condition as it ever was at the time of the accident.

Alderman Austad stated that the bridge was in bad condition. From inquiries he learned that the teamster had made several trips over the same spot but at the time of the accident seemed to have struck a particularly bad place. He was in favor of paying the owners something but he thought \$100 too much.

Alderman Fluhrer suggested that enquiries be made locally to see if the horse could not be replaced. At the same time he asked for permission to withdraw from the committee, and on motion the request was granted.

We take this opportunity of thanking our customers and friends in Trail and vicinity for the liberal patronage extended to us in the year just closed and assure them that our efforts to supply them with goods of the highest quality at the lowest legitimate prices will be continued in the future as in the past. Wishing you a happy and prosperous New Year we remain, yours faithfully,

Co - Operative Association

Mayor Weir stated that the matter was a most important one. No doubt the teamster knew the bridge was unsafe. He thought the bill for \$180 for a horse of that stamp an outrageous one. He recommended that the committee get further information as to the value of the horse, and if payment had to be made let it be done by arbitration.

Alderman Robillard was not in favor of paying the \$100, as this left the city liable for the balance. The matter should be left to arbitration.

On motion the matter was referred back to the committee for a more detailed report.

Alderman Robillard recommended that the city officers be kept hauled

on Sunday's during the cold weather. The city clerk promised to look after the matter. The same thing applied to the fire hall and he thought the fire chief should attend to these duties. The matter was referred to the chairman of the fire, water and light committee.

At this stage of the proceedings Julius Peterson was granted permission to address the council. He stated that on Labor Day a man named Pete McPherson had fallen off the Bay avenue bridge. He had been taken to his hotel where he had cared for him until he recovered. McPherson walked out without paying anything and now he stated that the city would pay the bill.

Mayor Weir replied that McPherson had put in a bill to the city for the amount. The city, however, denied any liability in the matter. McPherson had no one dependent upon him and at present he was working and drawing good money.

Alderman Fluhrer asked re the retaining wall to protect the Bay avenue fill.

The mayor replied that Mr. M. H. Sullivan was now in Ottawa where he was taking the matter with proper authorities.

Alderman Fluhrer stated that Bay avenue was now being used by citizens and he thought the council should light the street.

Alderman Skill stated that he thought the street was closed.

Mayor Weir replied that the street was closed until such time as the council considered it safe for traffic.

On motion of Skill and Austad, the board of works was instructed to keep Bay avenue closed and to take all necessary precautions until such time as it was considered safe.

SATURDAY, JAN. 7 1911



Looking southeasterly around 1905. The two prominent, light-colored buildings on the left are the Wellington (foreground) and St. Elmo Hotels. The light colored building in the middle of the photo is the Kaiser Hotel. Why don't you try to identify other buildings in the "Bowery".
(Cominco Photo)



Bay Avenue looking North.
The building with the tower is the fire hall. Across Bay Avenue is the Central Hotel.
(Cominco Photo)



Cominco Magazine, July, 1951 describes the details in this photograph. "The great flood of 1894 wiped out all but one of the buildings at Trail Creek. At the beginning of 1895 there was a blacksmith shop and a log building. By the end of 1895, a town of 1500 people had mushroomed. This picture was taken late in 1895, and some of the buildings are identified as follows: (1) Wellington Hotel (2) St. Elmo Hotel (3) Three Deuces (4) Blake's Rooming House (5) Bayview Hotel (6) Monte Cristo Rooming House (7) Trail House (8) Bowery bridge (9) freight sheds (10) Crown Point Hotel (11) Steele's store (12) Trail Cafe (13) Bank of Commerce (14) Daddy Warren's Store (15) Hazlewood's Store (16) Warren's Store (17) Bay Avenue (18) saw mill (19) steamboat from Northport (20) Ironside Saloon".
(Cominco Photo)



On the extreme left of this picture are shown the two charming school buildings which were replaced in 1912 by the brick mass known today as Central School. The open space in the center of the photo kids used for ball and in the winter, when conditions were right, for skating.
(Cominco Photo)



Overlooking Trail in the winter of 1910-11. The "slag launder" is clearly visible. Cedar Avenue is in the foreground. Some of the building pictured are (1) Hagglund's Blacksmith shop on Bay Avenue (2) Grocery Store (3) Warren's Store (4) Drug Store, possibly Hazlewood's (5) Arlington Hotel Annex (6) Arlington Hotel (7) Dr. Hoyes hospital (8) Trail Opera (yes opera!) House.
(Cominco Photo)



Children's fashions in turn-of-the-century Trail.
(Cominco Photo)



On the extreme left of this photo you should be able to see the "launder & trestle" that carried slag off Cominco's dump to the depression between Bay Avenue and Cedar Avenue. The Church running parallel with Pine Avenue is the Anglican. The one on Cedar Avenue is Methodist. The home across Pine Avenue from Alderman Skill's is the Randall's. This is 1910.
(Cominco Photo)



Trail, looking East.

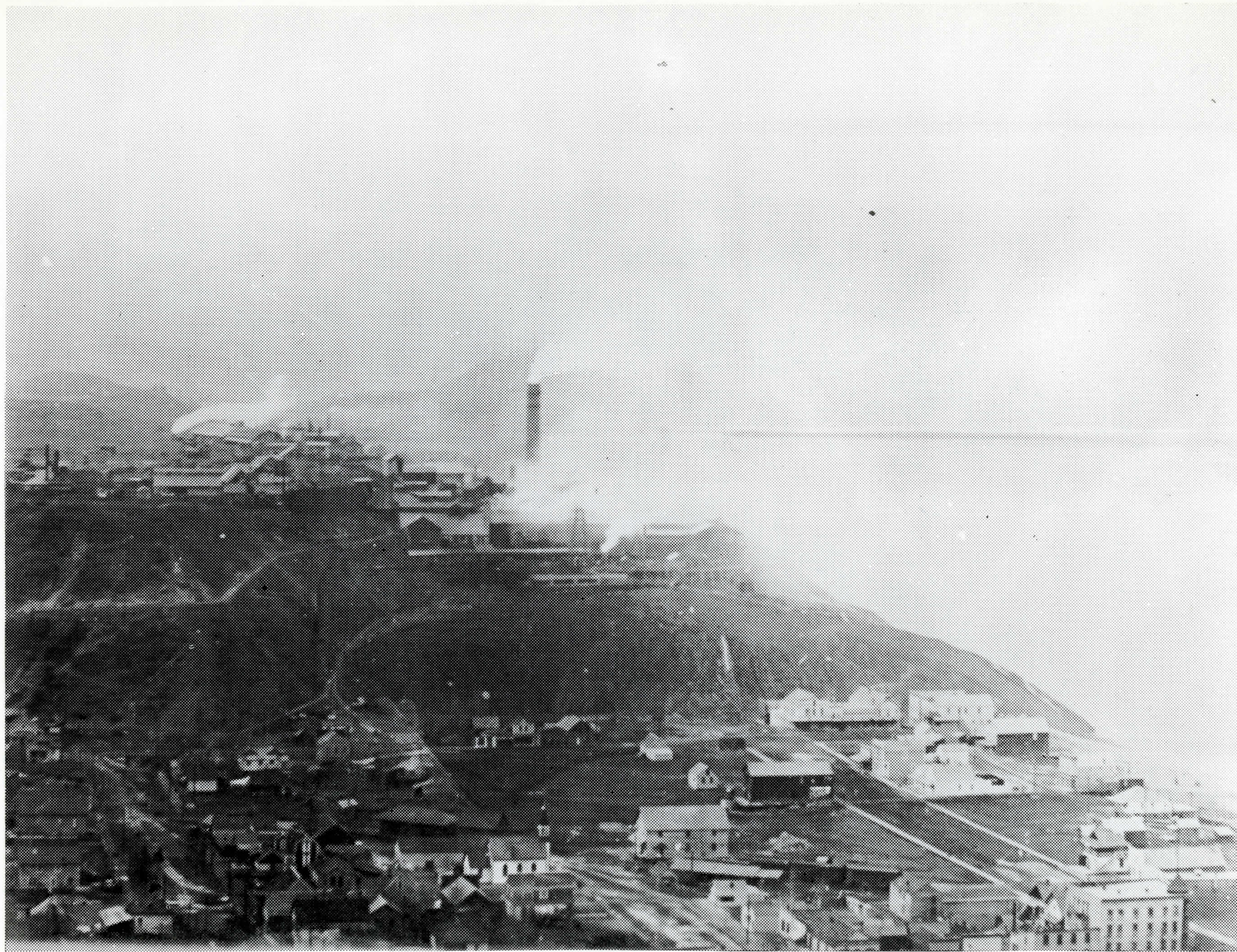
Shown in the photo are (1) Binns' warehouse (2) Bowery Bridge (3) Bay Avenue Bridge (4) Randall's Feed Store (5) Alderman Skill's home (6) Why don't you find out whose home this was?
(Cominco Photo)



Looking south along Bay Avenue in early 1900's. Numbers (1) and (2) are "sample rooms" supplied by the Crown Point Hotel. (3) is a grocery store, perhaps McConnells (4) This building housed Craig's and White's dry goods stores and Martin's Barber shop. Every summer the Columbia backed up under this bridge - and the local boys used the bridge as a diving platform.
(Cominco Photo)



The two prominent buildings in the foreground are, on the left, Trail Opera House, and the McPhee Hall. The Post Office was in the main floor of the latter. Across Bay Avenue from the Post Office is the B.C. Telephone office. The building close to the river and behind the Crown Point is the Carr & Hoefer livery stable.
(Cominco Photo)



Trail in 1911. The land-fill project is nearly completed. Bay Avenue is smoothly graded but it appears that there is still some work left to be done at the end of Cedar Avenue.
(Cominco Photo)



This ferry operated until the bridge was built in 1912. The steamer service ended in the late 1890's.
(Cominco Photo)

The Corporation of the City of Trail

004195
RECEIVED
JANUARY 1910
TRAIL, B.C.

Office of the City Clerk

March 8th. 1910.

Mr F. A. Heinze

c/o Mr E.R. Hamilton

Rossland. B.C.

Dear Sir,

At a regular meeting of the City Council, held last night, it was decided, that the filling in of Bay Avenue bridge with slag, would be commenced immediately.

The idea is to fill in the whole of the depression, between Cedar Avenue and the river bank, to the height of the present Bay Avenue and Bowery bridges, and I was instructed to enquire if you would grant leave to have any property you own there brought up to the uniform level during the process, by being filled in with the rest.

In the event of your wishing this done would you be willing to allow the City the small sum of \$1.00, per front foot on your property, for this work as it will be considerably enhanced in value when completed.

Awaiting an early reply

I am Dear Sir,

Yours truly

W. E. B. Mouppening

JAS. R. HUNNEX

004202

Druggist and Merchant

RECEIVED
JAN 10 1910
MAR 10 1910

POST AND MONEY ORDER OFFICE

ERIE, B. C., MAR 10 1910 190

Wm. E. B. Humphrey & Co.

Erie B. C.

Dear Sirs.

Your favor of the 8th inst. to hand.
will you kindly let us know the exact
cost of the undertakings you mention

Yours v. truly

J. R. Hunnex

004252
JAN 10 1910
THE CITY OF TRAIL

The Corporation of the City of Trail

Office of the City Clerk

March 10th 1910.

Mr J. R. Miller

The Royal Alexandra Hotel

Winnipeg. Manitoba.

Dear Sir,

At a regular meeting of the City Council, held on the 7th inst, it was decided that the filling in of Bay Avenue bridge would be commenced immediately.

The idea is to fill in the whole of the depression, from Cedar Avenue to the river bank with slag, and I am instructed to ask you if you will grant the City leave to fill in any property you may have in that locality with therrest, so as to bring it to a uniform level.

In the event of the City doing this would you be willing to allow them the small sum of \$1.00, per front foot of your property, as it will be considerably increased in value when the work is completed.

Awaiting the favor of an early reply

I am, Dear Sir,

Yours truly

B. E. B. Mounsey

City Clerk.

CHARLES R. HAMILTON, K. C.
BARRISTER, SOLICITOR
NOTARY PUBLIC
SOLICITOR FOR BANK OF MONTREAL

CABLE ADDRESS "DALHAM"
CODES { BEDFORD MCNEILL
MORRING & NEAL

004200
RECEIVED
JAN 10 1910
THOR

BANK OF MONTREAL CHAMBERS

ROSSLAND, B. C. Mar. 11th, 1910.

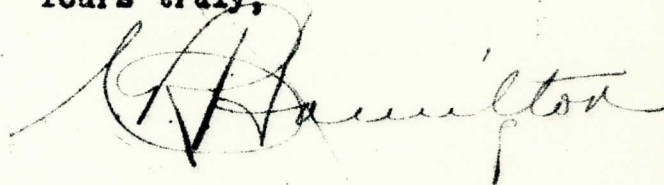
Wm. E. B. Monypenny, Esq.,
City Clerk,
Trail, B. C.

Dear Sir:-

I have your favour of the 10th instant re filling in of Bay Avenue bridge. Would you be good enough to let me know what property the B.C.S. & R. Company and F. A. Heinze own which will be affected by the proposed improvements? and oblige.

Yours truly,

Z-A



004203

The Corporation of the City of Trail

Office of the City Clerk

March 12th. 1910.

Jas. R. Hunnex Esq.

Erie. B.C.

Dear Sir,

Yours of the 10th inst to hand. It was estimated by the Chairman of the Board of Works at the last Council meeting that the cost of the filling in of the property mentioned in my last letter to you would be about \$2,880.00 Two thousand and eighty dollars. Trusting this is the information you require

I remain, Dear Sir,

Yours truly

B. E. B. Mouppening.

City Clerk.

004115

CANADIAN PACIFIC RAILWAY COMPANY

CANADIAN PACIFIC DIVISION

OFFICE OF GENERAL SUPERINTENDENT

F. F. RUSTEED,
General Superintendent

VANCOUVER, B.C. March 15th, 1910

In your reply refer to No.

S/AH

Wm. E.B. Monypenny, Esq.,

Trail, B.C.

Dear Sir;-

Your favor of the 9th inst., with reference to filling in Bay Avenue bridge, as been referred to me by Mr. Salisbury.

I have taken the matter up with the Local Supt. Miller at Nelson and you will no doubt hear from him shortly.

Yours truly,



General Superintendent.

Republic Mar 15th 1940

City Clerk mail B.E. Jones of the 10 Decade
would say the Price of filling in is Reasonable.
and a good thing for the City would like to
know more about the work how it is proposed
to provide for the waters of the Creek as I
do not like the idea of a wood culvert
for patchagob. Will you kindly call on
James White who occupies my place and
I will write him in regards to it.

Yours Truly

Henry Bird

CHARLES R. HAMILTON, K. C.
BARRISTER, SOLICITOR
NOTARY PUBLIC
SOLICITOR FOR BANK OF MONTREAL

CABLE ADDRESS "DALHAM"
-DES { BEDFORD MCNEILL
MOREING & NEAL

004211
RECEIVED
JANUARY
27/1910

BANK OF MONTREAL CHAMBERS

ROSSLAND, B. C., March 19th, 1910.

Wm. E. B. Monypenny, Esq.,
City Clerk,
Trail, B. C.

Dear Sir:-

The following is a letter which I received from Mr. Heinze:-

"I beg to acknowledge receipt of your esteemed favour of the 4th inst., enclosing letter from the City Clerk at Trail. It is very difficult to dispose of a matter of this kind from a distance, and by one unfamiliar with the developments for a number of years."

Yours truly,

C. R. Hamilton

Seattle Wash 004367

March 24

Mr. Wm. E. B. Morypenny
Grail B. Co.

Dear Sir, your letter just received. re, filling in Bay Avenue I will say that I do not want to make any improvements on my lot. as I am not in a position to do so just now, my Husband has been ill, for several years with cancer, and is no better.

Yours Very Respy

Mrs. Mary Stearnot
24 Ave, West 3003

Interbay Ste 9, Seattle
Wash.

Lot 13. Block 2

The Corporation of the City of Trail

004212

RECEIVED
JANUARY 22
1910

Office of the City Clerk

April 5th. 1910.

C. R. Hamilton Esq.

Rossland B.C.

Dear Sir,

Referring to yours of the 19th ulto. I am instructed to ask you whether Mr Heinze has any objection to the City filling in his property on Bay Avenue bridge, as he does not say one way or the other in his letter to you of which you sent me a copy. Please let me know this as soon as possible.

Yours truly

W. E. B. Mouppening

City Clerk.

The Corporation of the City of Trail

004219

RECEIVED
CITY CLERK
TRAIL
B.C.

Office of the City Clerk

April 7th. 1910.

Mr C. R. Hamilton

Rossland. B.C.

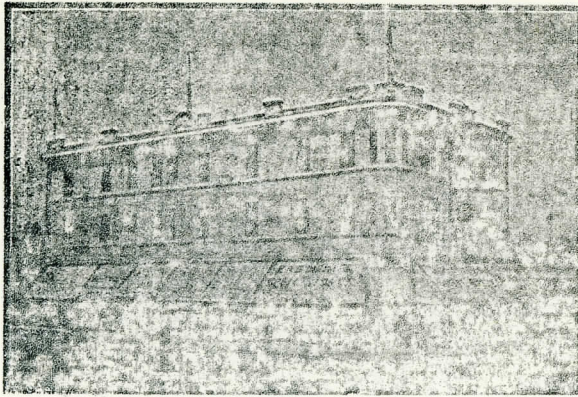
Dear Sir,

Yours of the 6th inst to hand re filling in of Mr Heinze's lots along Bay Avenue to hand. I will place your letter before the Council and write you the result. Mr Heinze is assessed for Lot 17 Block 9 which is confirmed by the Registrar at Nelson to whom I wrote on the subject. This lot is cut in half by the old C. P. Ry. track and I should imagine belonged to that Coy, but has never been registered as such. Would you kindly find out if this is so as this is one of the lots which is materially affected. Lots 17, 19, & 20 ~~XXXXXXXXXXXX~~ block 4 are assessed to the B.C.S.R.Coy. which I understand is practically Mr Heinze's and I should like to know if he will have these filled in.

Yours truly

Wm E B. Mouppening

City Clerk.



HOTEL EASTMAN

004437

MRS. T. E. PATTERSON, Manager

NEWLY FURNISHED

STEAM HEAT AND

RUNNING WATER

IN EACH ROOM.

Phone Main 5591

On the Strand, East of Pier.

Long Beach, Cal. *April 12th* 1910

The
City Clerk
Long B C
Dear Sir

In Reply to yours of March 9th I would say that I would have it done if I had the money but I have been broke for two years and am hard up at present if there is any way of having it done and paying like I would say do it. My partner in the property M. Given I have not heard of him for years if there any way of getting the property transferred to my name you will oblige me very much by answering this soon truly
Andres Nuyk

004266

ROYAL ALEXANDRA HOTEL
WINNIPEG, MAN.

CANADIAN PACIFIC RAILWAY
HOTEL SYSTEM

No 143 Crescent Road, Rosedale, - - - - - Toronto Ont. 14th April 1910.

Wm. E. B. Monybenny Esq

19

City Clerk

Trail B. C.

Dear Sir:

After considerable delay your favor of the 10th reached me here, I am sorry for the consequent delay in acknowledging receipt, but I was travelling through the West for Three Months.

Now in reply to your inquiry, would say I have no objection to the City filling in the Creek-bed at the rear of my Lots, but I would not care to be taxed for the slag, or give any compensation for the work.

I question whether it will enhance the value of my Lots when done, it certainly will have to be excavated, should any cellar be required on the property, when built upon. I prefer to sell those Lots at cost today, so if you can make me any offer, I will gladly consider it. The Lots cost me \$100. each I think, in 1906 and if I can get 7% interest per annum, with the taxes paid on them since, why I will consider accepting offer, especially if cash. I am sorry I cannot acquiesce to your wishes, but I do not wish to add further cost to my property in Trail.

I Am, Dear Sir, Most Cordially Yours.

Joseph R. Miller.

CHARLES R. HAMILTON, K.C.

BARRISTER, SOLICITOR,
NOTARY PUBLIC.

SOLICITOR FOR BANK OF MONTREAL.

CABLE ADDRESS "DALHAM"

CODES { BEDFORD McNEILL.
MOREING & NEAL.

004218

RECEIVED
JAN 15 1910
MONTREAL

BANK OF MONTREAL CHAMBERS

ROSSLAND, B.C. Apr. 15th, 1910.

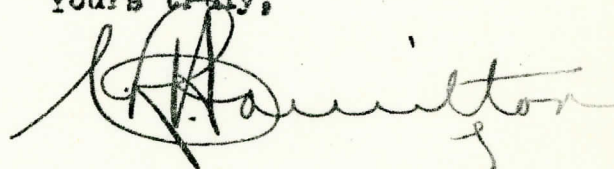
Wm. E. B. Monypenny, Esq.,
City Clerk,
Trail, B. C.

Dear Sir:-

Referring to your letter of the 7th instant, will you kindly let me know what the council decided to do regarding my letter of the 6th instant.

F.

Yours truly,



004217
The Corporation of the City of Toronto
JAN 19 1910
RECEIVED

Office of the City Clerk

April 19th. 1910.

G. R. Hamilton Esq.

Rossland. B.C.

Dear Sir,

In answer to yours of the 6th and 15th inst I was instructed at the Council meeting last night to inform you that the work when done will be of a permanent nature and therefore the City will consider your letter as the consent to having the work done. As far as the cedar lying on the lot is concerned, it is of no value and we cannot agree to take this as payment.

Will you please let me know if Mr Heinze owns the other property mentioned in my letter of the 7th inst.

Yours truly

W. E. B. Mowbray

City Clerk.

The Corporation of the City of Trail

RECEIVED
JAN 10 1911
CITY CLERK

Office of the City Clerk

May 3rd 1910.

Mr Joseph R. Miller

The Royal Alexandra Hotel

Winnipeg. Man.

Dear Sir,

Yours of the 14th ulto to hand. + am sorry to hear that you cannot see your way to pay the small sum of \$1.00 per front foot to have your property filled in and leveled up. In the event of many owners refusing to do this the City Council are contemplating putting a by-law to the people imposing a frontage tax of \$2.00 per front foot on the owners of property who are benefiting by the filling in of this depression and it is pretty certain that the by-law will be passed unanimously. This will however only be resorted to as the last resource as the City would sooner the owners paid \$1.00 per foot voluntarily than go to the trouble and expense of introducing and passing this by-law.

Cannot you possibly see your way to reconsider your decision in this matter.

I am, Dear Sir,

Yours v. truly

W. E. B. Montgomerie
City Clerk

143 Crescent Road, Rosedale, - - - - - Toronto Ont. 9th May 1910. 004268

Wm. B. B. Monypenny Esq

City Clerk- Trail B. C.

Dear Sir:-

Your favor of the 3rd inst. duly received. Contents carefully observed.

In reply would say, I think in my letter of the 14th ulto. I gave you my opinion quite definitely re filling in of Lots 11.12.13. & 14. Block 4. Trail, which I unfortunately am the owner. Since then I received your assessment notice, in which you value these Lots at \$550. I wrote you they cost me \$400. in /96, and I was willing to sell now at cost with 7% int. added since purchase, but you say nothing re my desire to sell, but instead assess them @ \$150. over my selling price, I don't think, that is fair treatment, if you could sell at \$400. or get the town to accept them at my original cost, you would not have asked me to reconsider my refusal to pay towards filling in the depression. I may state for the past ten years I got just about cost for every lot I sold, and I am able to build on some I own, but the prospect to securing a fair revenue is very doubtful so far, and I prefer therefore to sell all my property in Trail at cost, rather than take further chances of making a profit.

I am surprised at the City asking a special tax for such improvement to the town in general, and I doubt if they can legally pass a by-law to tax owners a frontage tax to pay for a fill in which is liable to go out with the first good freshet, besides I have an idea the Magr of the Smelter would gladly make such a fill, to get rid of the slag gratis, and probably pay the town for the privilege of using the ground to dump on. No I cannot see to add further expense to my property, with so little chance of selling, but will prefer to sell every lot en bloc just at your assessed value, so if you can make a sale at \$400. for above Lots with 7% int. or for all the 11 Lots, just what you value them in tax bill. I am no kicker, but my investment so far there has been a bad one, and I don't see much hope of improvement. I am going West 1st June, after which address me C/o Royal Alexandra H. Winnipeg. I Am, Dear Sir, Most Cordially Yours.

Joseph R. Miller.

P.S. The total assessed value of the 11 Lots amounts to \$2850, and I will accept that for the lots en bloc, any time, of course subject to prior sale, and confirmation. J.R.M.

August 18th 1910.
Trail B.C.

WHEREAS by arrangement between the Consolidated Mining & Smelting Company of Canada, Ltd., and the City, the City has attached to the Smelter slag launder of the said Consolidated Mining & Smelting Company of Canada, Ltd., a continuation of said launder for the purpose of conveying water and furnace slag in order that certain public and private land may be levelled with said slag to the grade of the surrounding property; we, the Council of the Corporation of the City of Trail, on behalf of said Corporation hereby declare that such work is undertaken wholly on account and at the risk of the Corporation and agree to indemnify and save harmless the said Consolidated Mining & Smelting Co., of Canada, Ltd., their successors and assigns, from any and all causes of action, actions and demands and from all liability of every kind arising out of the filling operations aforesaid or from the extension of the said launder both with respect to private and to public property whether real or personal, and to personal injuries arising therefrom or thereout.

And the Mayor and Clerk are hereby authorized to sign a release to the Consolidated Mining & Smelting Co., of Canada, Ltd., in the above terms and to attach the seal of the Corporation thereto.

L. F. Wier, Mayor.

Wm. E. B. Houshenny, City Clerk

031056

Trail, B. Co., Dec 19th, 1910. 190

M The Corporation of The City of Trail.

In Account
...With...

J. R. Randall, & McMillan.

DEALER IN

Hay, Feed, Lumber, Coal, Doors, Sash, Glass and Building Material.

| | |
|-------|-----------------------------------|
| Dec 8 | To Horse killed on Bay Ave Bridge |
| | Medical Attendance |

175 00

| |
|-------|
| 10 00 |
|-------|

\$185.00

011217
JAN 20 1911
RECEIVED

February 19 1911.

C. R. Hamilton Esq.

Agent for The B.C.S.R. Coy.

Rossland, B.C.

Dear Sir:- Re lots 17,19,20, block 4, City of Trail

In the early part of last year I wrote you asking if the B.C.S.R. Coy would be willing to pay the small sum of \$1.00 per front foot for the filling in of their property mentioned above. The City have gone to considerable expense in filling in the depression in this part of the city, and the property owners in that locality have almost unanimously agreed to pay the amount asked. Would you be kind enough to let me know if your company will do likewise.

Yours truly

Wm. B. D. Montgomerie

city clerk.

*The Hon. J. R. Stratton,
President.*

014111

*F. M. Holland,
General Manager.*

The Dominion Permanent Loan Company

12 King Street West, Toronto

*When replying kindly refer
to loan number.*

Canada.

July 12th. 1911.

Messrs. F. W. Warren, & Company.

Trail. B.C.

Dear Sirs;--

We enclose you herewith statement of account rendered us by the City of Trail for filling in lot 14, block 8 with slag at \$1.00 per front foot, \$25.00

We shall be obliged if you will explain this, we having had no notification of this work being necessary, and if we are compelled to pay it, and you have sufficient moneys on hand, you might forward us voucher, otherwise notify us when we will send you cheque.

Yours truly,

F. M. Holland.

Dic. H.N.G./H.

General Manager.

Enc. 1.

July 17th 1911.

The Dominion Permanent Loan Coy.,
12 King Street West,
Toronto.

Gentlemen:- Re filling of lot 14, block 8, (McConnel)

Your letter to Messrs F. W. Warren & Co. of the 13th inst re the above has been handed to me. The reason of your having had no notification of this work, is owing to an error in the City Books when this work was commenced, the McConnell property being in the name of The Colonial Loan & Investment Coy. of Toronto at the beginning of last year. This company have other property in this district and have agreed to pay the price asked, namely \$1.00 per front foot or \$25.00 per lot.

The whole of the depression over which Bay Avenue ^{Bridge} used to run, and taking in 5 blocks of property, has been filled in by the City at the expense of close on \$10,000.00 and sidewalks are being run across the fill, making this portion of the City level with the rest. The majority of the owners have been only too willing to make this payment as the value of the property has been considerably enhanced. The back half of the McConnell property was in this depression, which has been filled in, and the tenants have now the use of a full lot instead of half a lot and a steep bank as they had before.

014110

The Dominion Permanent Loan Coy.....2.

This payment is not regulated by by-law, the property owners having been asked to give this small amount to aid in the work, and out of 5 blocks of property only 3 have refused. Trusting that you will see your way to comply with this request and assuring you that any further information you may require will be cheerfully given

I remain, Gentlemen,

Yours faithfully

Wm. E. B. Monypenny

City Clerk.

The Hon. J. R. Stratton;
President.

014108

F. W. Holland,
General Manager.

The Dominion Permanent Loan Company

12 King Street West, Toronto,
Canada.

When replying kindly refer
to loan number.

August 3rd, 1911.

City Treasurer,

Trail, B.C.

Dear Sir;- Re McConnell Property, Lot 14, Block 8.

With further reference to your favor of the 17th ult.
we beg leave to enclose you herewith cheque for \$25.00 covering
the amount for which we have been charged in connection with
filling in of this lot. We shall be glad to have voucher.

Yours truly,

F. W. Holland
General Manager
FWH

HNG/EMM

046331

RECEIVED
JANUARY 1916
ARCHIVE

THE TRAIL BOARD OF TRADE

TRAIL, BRITISH COLUMBIA,

Nov. 23rd. 1915.

To the Mayor & Aldermen,

City of Trail, B.C.

Dear Sirs:-

A committee of the Board of Trade this morning interviewed MR. Peters of the C.P.R. Amongst other matters taken up was the question of the non-payment by the C.P.R. of their share of expense in the slag fill.

Mr. Peters stated that at the time the C.P.R. refused to pay this, but he thought that the officials were under the impression that the C.P.R. property had not been improved, under the circumstances, on being pointed out that if it were not for the fill the C.P.R. would not be able to use their lots as they are ^{using them} at the present moment, he said that he was of the opinion that the C.P.R. should and would pay their share of the expense incurred, at the time this was put down as \$500.00, and suggested that the City Clerk should write to him, giving a full statement of the work done and the improvements made, when he would take the matter up and do his best to have the matter immediately attended to.

Yours truly,


Secretary.

046332

RECEIVED
JANUARY
1916

Dec. 7th 1915

G. C. Brown Esq.

Secy. Trail Board of Trade

Trail. B.C.

Dear Sir:-

Re C.P.Ry. and Slag fill

Referring to your letter of November 23rd I am instructed to thank the Board of Trade, on behalf of the City Council, for their efforts in securing the \$400., which has now been paid to the City by the Canadian Pacific Ry. Coy., as their share in the 1910 slag fill.

Yours truly

City Clerk.